

Message Text

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PAGE 01 OTTAWA 02929 061611Z

43

ACTION FAA-00

INFO OCT-01 EUR-12 ISO-00 PM-03 DODE-00 CG-00 DOTE-00

CAB-02 L-03 SS-15 CIAE-00 INR-07 NSAE-00 INRE-00

SSO-00 /043 W

----- 100485

O R 061550Z AUG 75

FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC IMMEDIATE 7178

INFO AMEMBASSY BRUSSELS

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E.O. 11652: N/A

TAGS: EAIR, OCRL, CA

SUBJECT: CIVAIR: OVEFLIGHT/LANDING CLEARANCE, US FAA ACFT

REF: STATE 182245

BRUSSELS FOR FAA

1. UNLESS DEPARTMENT HAS OTHER INFORMATION, EMBASSY BELIEVES IT WOULD NOT BE ADVISABLE NOTIFY GOC AND REQUEST LANDING CLEARANCE FOR FAA CONVAIR.

2. OUR A-343 OF APRIL 30, 1969 REPORTED THAT NO DIPLOMATIC CLEARANCE IS REQUIRED FOR STATE AIRCRAFT WHICH NEED MEET ONLY THE REQUIREMENTS FOR CIVIL AIRCRAFT (I.E.N FILE FLIGHT PLAN). THIS REPORT WAS PREPARED IN RESPONSE TO DEPARTMENT'S WORLDWIDE CA-2250, APRIL 16, 1969 WHICH SPECIFICALLY REQUESTED DATA ABOUT APPLICABILITY OF INFORMATION IN IFIM TO STATE AIRCRAFT OF USG CIVILIAN AGENCIES, INCLUDING FAA. WE HAVE NO REASON TO BELIEVE THAT GOC HAS CHANGED ITS VIEWS SINCE THAT DATE. DOES WASHINGTON HAVE INFORMATION TO THE CONTRARY?

3. USG CIVILIAN AIRCRAFT OF MANY AGENCIES ROUTINELY OPERATE IN CANADIAN AIRSPACE ON THE BASIS OF FLIGHT PLAN ALONE. WHILE
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PAGE 02 OTTAWA 02929 061611Z

REQUESTS SHOULD BE MADE FOR PERMISSION TO CONDUCT SCIENTIFIC

AND OTHER MISSIONS IN CANADIAN AIRSPACE WHEN UNDERTAKEN BY AIRCRAFT, REFTEL DOES NOT SUGGEST THIS AIRCRAFT WILL BE TESTING NAVAIDS AT POINTS OTHER THAN SHANNON AND PRESTWICK. CONSEQUENTLY, WE BELIEVE THAT REQUESTING OVERFLIGHT AND LANDING CLEARANCE ON THIS OCCASION WOULD BE SETTING A PRECEDENT WHICH MIGHT LATER BE DISADVANTAGEOUS.

4. WE ALSO UNDERSTAND THAT FAA ROUTINELY PERFORMS NAVAID TESTS IN CANADA WITHOUT SEEKING DIPLOMATIC CLEARANCES. EMBASSY WOULD WELCOME COPY OF AGREEMENT BETWEEN FAA AND CANADIAN AUTHORITIES PERMITTING THIS.
PORTER

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